the Pirst Division Massachusetts Volunteer e day was a very fine one, and the scene on n was gay and brilliant. Old Bostonians, mians, female Bostonians and male Bostoni-to have "come forth to play and make a sunday." How many conquests the Light Guard cannot say, but they were certainly great

were entertained at a grand dinner given in Hall. The old Oradle of Liberty was splendidly ed, and great execution was done upon plateons ting viands and regiments of "Charles Heidseick." removed Massachusetts and the Mayor of Boston sent. The evening was passed in a very pleasant and at a seasonable hour the Light Guard were to their quarters, where, at midnight, they were

This was another and any pleasantly. Nahant is a rocky promontory t from the sea, and situated fourteen miles of Boston. There is an excellent opportunity enjoy all the seaside luxuries, and nothing was ton the occasion of the Light Guard's vint. educaday morning the Light Guard and Light In-

Pelock in the afternoon.

Now the Light Guard were reluctantly obliged to leave hair Boaton friends. They were escorted to the Provience railread station by that fine cavalry corps, the lational Lancers.

There was a great crowd (military and civic) at the tation, to exchange parting salutations with the Light Buard, and many of the friendships formed during the hree preceding days seemed mere likely to be durable an other and clere ones.

At Providence the Light Guard were met by many sembers of the "crack" corps of Rhode Island—the first Light Infantry of Providence. The Light Guard were compelled to deckine an invitation to remain a few lays in this place. They finally arrived in New York at haif past ten o'clock yeaterday snorning, having been desired three hours en route by the calpable weakness of an engine on the Stonington Railroad. The train was a very heavy one, and the locomotive was not equal to the responsibility. With the exception of this section—which was no doubt unaveidable—the railroad company rainfiled their contract admirably. On their arrival in New York the Light Guard were received by the excent and other members of the corps who were prevented by bestness from joining in the excursion, and escorted to the astor House, where they breakfasted. From thence they marched to the armory, when they were dismissed. Thus ended the Light Guard's excursion to Boston. It was an occasion of unalloyed enjoyment to all concerned, and we think that the Boston Boston. It was an occasion of unalloyed enjoyment to all concerned, and we think that the Boston people experienced as much pleasure in entertaining the Light Guard as that gallant corps felt in being cutertained.

NEW YORK LIGHT GUARD AT LYNN AND NAHANT. [From the Boston Bee, June, 14.]

Yesterday morning the Boston Bee, June, 14.]

Yesterday morning the Boston the Light Infantry, Oapt. Charles O. Rogers, and their guests, the New York Light Guard, who for a few days past have been honoring our city with their presence, embarked on board the cars

presence.

The companies soon found themselves quietly quartered at the Nahant Hotel, accompanied by a sainte.

smartered at the Nahant Hotel, accompanied by a sainte.

The three companies next repaired to the spacious dining-hall, where a capital dinner had been provided by Colonel Stevens, who "did the thing" up in a shape which can only be done by him. After the order to "fall to" had been given, and the good things congenial to the palate had been considered, the company was called to order, amid the merry din of knives and forks.

Chptain T. MUNROE, of the Lynn Light Infantry, called the company to order, and made some interesting remarks, in which he welcomed, on behalf of the Lynn Light Infantry, the New York Light Guard. He once had the happy opportunity of entertaining the Boston Light Infantry, under the command of the Hon. Robt. C. Winthrep. (Cheers.)

Three times three cheers were then given for the New York Light Guard, and nine more for the Lynn Light Infantry.

Oupt. Munnos then toasted the New York Light

Three times three cheers were then given for the New York Light Guard, and nine more for the Lynn Light Infantry.

Oapt. Munkox then toasted the New York Light Guard—"A corps of which the commercial metropelies of the empire may still be proud."

This was appropriately responded to by Colonel Sterson, in some happy remarks, and he closed with the sentiment—"The Lynn Light Infantry." Three cheers were then given for the Lynn Light Infantry, of which the city may well be proud."

This sentiment was responded to by Capt. Rogers, who then thankel them for the generous hospitality with which the Lynn Light Infantry had entertained them. We have not forgotten the visit of the Light Infantry to Lynn. He closed with the following sentiment—

The Lynn Light Infantry—Celebrated for the excellence of its Shoemakers, and for the generous hospitality of its Basers.

Three cheers were then given for the Hon. Daniel

The Lynn Light Infantry—Cenorated for the excellence of its Shoemakers, and for the generous hospitality of its Pakers.

Three cheers were then given for the Hon. Daniel C. Baker. Major Gen. Edmands was also most enthusiastically cheered.

Major Reed of the first division responded and toasted Capt. Munroe, who was alternately cheered. The remainder of the time was engaged in speech making, after which the company brought its proceedings to a close—it now being near half-past four o'clock.

The companies proceeded to the boat awaiting them, it now being nearly seven o'clock. After a pleasant excursion among the islands, the boat reached her wharf at dark, and the companies proceeded to the Winthrop House. Thus the day was spent in a manner such as will never be forgotten by the New York Light Guard.

The Lynn Light Infantry return home to-day.

The Guard will leave our city for New York this afternoon, making a tarry in Providence, where they will receive the attentions of the Infantry of that city.

Glen Cove.

The New York City Guard Excursion to

The New York City Guard, Capt. T. T. Ferris, returned from the celebration of their twenty-second anniversary, yesterday morning, at 9 o'clock. This company on Tuesday last left for Glen Cove, where they have had one round of enjoyment and feasting from the time of their arrival to their departure. The inhabitants of this favorite resort were highly delighted with the visit of our military friends, and left no means untried to give the fullest expression to their hospitality. During the parade of the Guard the spectators sent up their enthusiastic

cheers, and the ladies wreathed their faces with

miles when the soldiers passed before them.

On Tuesday afternoon the Guard left their quarters for Brooklyn, to partake of a dinner provided by the proprietors of the Pierrepont House, Messrs. Russell, Chase & Co. This entertainment was in every way worthy of the occasion, and the tables groaned beneath the weight of the richest of the markets and the wine cellars. When the cloth was removed, Capt. Ferris, in an elegant and appropriate speech, gave expression to the obligations of the company to the gentlemanly proprietors of this hotel for their hospitality.

Forming in procession, the Guard, at 4 o'clock, marched upon the steamboat Gen. Lane, at the foot of Fulton street, New York, and proceeded to Greenpoint, where they arrived about 6 o'clock. Marching at once to their quarters, the Pavillion hotel, they prepared for supper, which was received with a good appetite, although some of the party are not disposed to compliment the conduct of the proprietor towards them during this visit. At 11 o'clock in the same evening, Capt. Shore, of the George Law, kindly consented to accommodate the City Guard by conveying them to Manhasset, Lings Island, which place was reached about midnight. Arriving at Manhasset, the company proceeded to the residence of Peter L. Bogert, whom they all regards a very warm friend, and gave him an excelent serenade—waking the stillness of the night with most delightful music by Bloomield's band. Mr. Bogert, in return for the company proceeded to the residence of yeter a table rich with delicacies being spread for them. Speeches were made by Messrs. Bogert, Ferris, Dr. Bostwick, Wm. H. Draper, Mr. Virtue, Richard Martin, Mr. Morgan, and others; after which dancing, singing and music were the order of the night. The singing was one of the most prominent attractions of the evening, and was excellently performed by Messrs. Wm. H. Draper, Morgan and Virtue. At five o'clock the next morning the Guard, almost tired out "with too much nourishing," returned again to Glen Cove, where as if despiti

** And Army and Navy—Ine strong arm and proud relance of a free people.

5. The Militia of the State of New York—Pluck and honor.

6. Our Boston friends—The American Revolution—Busker Hill, and the Boston City Guard.

7. Our Anniversary—Who would not be a City Guard.

Captain Ferents responded to this sentiment, giving a history of the company.

8. The 11th Regiment—Colonel M. M. Van Buren.

May the regiment under his command, like the commencement of his name, always be in the van.

Beceived with loud cheers.

Col. Van. Buren not being present, Lieut. Col. Bostwick responded on his behalf. He said Col. Van Buren deeply regretted his inability to be present on this interesting occasion, and he would say what he knew to be a fact, though Col. Van Buren is not here in body and person, he is here in soul and spirit.

9. Lieut. Col. Homer Bostwick—Whose energy has raised him in the estimation of his fellow-citizens to the pinnacle of fame, whose character has secured him the high position he holds in the field of the 11th Regiment.

Col. Bostwick, with much emotion, rose and responded at some length. He was listened to with great attention, and concluded with the sentiment, "May prosperity and happiness follow through life Captain Ferris, his beautiful bride, and the City Guard."

10. William E. Burton, the scholar, the actor, and the man.—To know him is to appreciate him. May his ability always equal his hospitality.

To this Mr. Burton replied is a very humorous manner, "setting the table in a roar." He hoped the guard would continue to visit Glen Gove every year.

Mr. Wm. H. Draper then proposed

Boston Light infantry, Captain Rogers, and the New England Guard. Captain Henshaw—Choice spirits of Massachussetts, famed for their military services and generous hospitality, admantine like the face of their State, they can always be depended upon, we fraternise with them, we hail them as our friends.

This was received with thunders of applause.

Mr. Draper then proceeded at length to discuss his toast, and the fire d

This was received with thunders of applause.

Mr. Draffer then proceeded at length to discuss his toast, speaking of the friendly intercourse between these companies and the City Guard which he hoped would long continue. Mr. Draper was frequently interrupted by the plaudits of the company, during his eloquent discourse.

Ligut. Hanry Spear then proposed

Our military friends of our sister cit'es, Baltimore,

Our military friends of our sister cities, Baltimore, Philadelphia and Providence—In them may we always be united in the bonds of amity and soldierly competition for those laurels which will add most honor to our country. The also was received with great enthusiasm.

Captain FERRIS then proposed the health of Capt A. C. Castle, which was drank with three times three.

Captain Ferris then proposed the health of Capt.
A. C. Castle, which was drank with three times three.
A letter was then read from Mr. E. L. Hedden, Orderly Sergeant of the City Guard, stating his inability to be present on account of sickness, and closing with the sentiment—
Our own Beloved Corps—May the glorious sun of prosperity and the memory of proud days in our annals be ever unclouded in the vists of futurity; and may the reflection be always present to defy competition.

This sentiment was received in a manner in keeping with those which had preceded it.
After various other toasts the Guard rose from the table at 7 o'clock in the evening, to prepare to return home at 2. A thunder storm coming up at this time, the captain of the George Law deemed it impolitic to venture upon the Sound and through Heligate. The company, therefore, were compelled to remain until Thursday (yesterday) morning, when, at 75 o'clock, they left for the city, arriving here at 10, completing an excursion the most agreeable they ever made. The following is a list of the officers and privates of the City Guard:—
Capacin.—T. T. Ferris.
First Lieutenant.—J. L. Waugh. Second Lieutenant.—J. W. Batchford. Third Lieutenant.—L. D. Bukkley. Fourth Lieutenant.—Henry Spear.
Surgeon.—F. W. Fisher.

First Lieutenant—J. L. Waugh. Second Lieutenant—J. W. Blatchford. Third Lieutenant—L. D. Bulkley. Fourth Lieutenant—Henry Spear.

Surgeon—F. W. Fisher.
Quartermaster—J. O. Stilwell.
Adjutant—H. B. Blatchford.
First Sergeant—E. L. Hedden. Second Sergeant—B. G. Barney. Third Sergeant—E. W. Whipple.
First Copporal—Job!Roberts. Second Corporal—T. Edmonds, Jt. Third Corporal—S. N. Bergh. Fourth Corporal—W. W. Henriques.
First Copporal—Job!Roberts. Second Corporal—T. Edmonds, Jt. Third Corporal—S. N. Bergh. Fourth Corporal—W. W. Henriques.
Pricales—George Brady, James A. Clark, W. H. Halleck, A. S. Rogers, E. P. Malby, C. E. Forman, James Manchester, W. C. H. Sherman, A. M. Walkeushaw, C. M. Stons, Wm. Kryps, H. O. Freeman, M. Bell, C. E. Bebe, E. L. Stone, J. E. Maxwell, J. M. Griggs, J. W. Hineltliff, E. A. Robertson, J. S. Smith, J. S. Colgate, H. C. Scott, C. A. Peverelly, G. W. Fordham, J. M. White, T. C. Delenes, A. F. Higgins, J. R. Telfair, Alexander Matthews, John Martine, W. L. Proach, P. J. Bertine, A. Ten Eyck, Wm. Adams, A. J. Sparks, J. Cook, A. J. Garvey, W. Fellamano, O. C. Ferris, G. M. Van Nort, Chas. Wright, W. M. Freeman, J. A. Waller, W. B. Whiteman, J. K. Kerr, George Paige, Joseph Nayler, W. E. Stillwell, A. B. Minor, J. Alstor.

This is one of the crack companies of the city, and no doubt thousands of our citizens will rejoice to hear of their great enjoyment upon this excursion.

Aid for the Batchelder Family.

[From the Savannah. (Ga.,) News, June 9.] The editor of the Griffin Jeffersonian suggests "that every Postmaster in the State of Georgia put up a box in his office, to remain there ten days, for the reception of contributions, at the end of which time the money to be taken out and forwarded to the postmaster at Savannah, to be sent to the unfortunate widow and orphans. Nobody need contribute more than ten cents, and everybody can afford that amount. Will editors second our move? If this be done at all our post offices, Georgia can raise a pretty little sum, and nobody feel it. This is a peculiar case. Batchelder, the unfortunate deceased, was an Irishman, and fell in defence of the laws of his chosen and adopted country. He was in a hotbed of abolitionism, and might have gone with the crowd and been in safety. But he chose the side of right and justice, and fell a martyr to the integrity of the laws. Surely our people are bound to sustain his widow and orphans."

The subscription list at this office, on which are the names of several of our most prominent and influential citizens, who have subscribed five, ten and twenty dollars each, will be kept open until Saturday, when we desire to remit the amount to the widow of the murdered officer.

Weekly newspapers only can be sent to subscribers living in the county were the paper is published. Sub-scribers residing out of the county cannot receive their papers free of postage, although sent for them to an office in the county were the paper is published,

United States District Court.

Before lies. Judge Ingerstil.

Samuel P. monthouse P. Abstractor.

The inheliant is the same must be recover compensation for surfoce as agent in procuring fright and passengers for the ship for a voyage to Australia, in the fall of 1862. The ship was evened by Goorge A. Trenholm and others, of Charleston, S. C., and R. Caldwell & Co., of this city, were there agents be relied to the ship to fire. Brier, the wife of John C. Erier, of this city. An agreement was drawn up, dated September 3, 1852, and signed by E. Caldwell & Co., to which the libeliant was the wife of John C. Erier, of this city. An agreement was drawn up, dated September 3, 1852, and signed by E. Caldwell & Co. which the libeliant was the with. By that agreement Caldwell & Gouldwell & Co. were to hold the ship until the money was paid, and whatever repairs were put on her worked to be respondible therefor. The purchase money was never paid, and the ship was lost on her voyage to Australia. After the execution of the construct, page, comployed her capstain and crew, took control of her, procured freight for the voyage, and employed the libeliant to act as her agent, and the libeliar against them on the ship. They claim also, that he has no marriame lens at all to see the voyage, the libeliant to act as her agent, and the libeliar against them on the ship. They claim also, that he has no marriame lens at life such services, for which he, has no lens against them at all under these facts, and no, gen as against them at all under these facts, and no, gen as against them at all under those facts the shape of the control of her procured freight for the voyage, and on perform since hervices, for which he, has no lienting him to a ship's lauband, whose of as the voder for the voyage, and the same them to t

without regarding her, and on the 19th a signal of distress was hoisted. About three P. M. of the 19th the Achilles steaming, said by the libellant to be worth the sum of \$45,000, and to be wholly uninsured, was coming up to the city, and descried the brig some two or three miles from the channel, towards the Jersey shore. The Achilles went to her and brought her up to the city, arriving there about six o'clock in the evening. In regard to the danger of the brig, and the difficulty and danger which the Achilles met in towing her up, the stories of the libellant and respondents differed exceedingly—the respondents claiming that the brig was in no danger, and that the ice was of small thickness, and afforded little or no hindrance to the Achilles. The hibellant alleged that the brig was diffing towards the Jersey shore, and in great danger of being cut through by the ice, and that the crew had been out of provisions upwards of forty-eight hours, and were making preparations to leave the vessel. By the testimony of the master of the Achilles, the ice appeared to be very dangerous, being in large cakes, and piled up sometimes so as to stop the headway of the Achilles entirely, and to expose her to great danger. The hibellant claimed to recover one fourth of the value of the ship and cargo, as a proper salvage compensation. Held by the court, that this was a salvage service of very great merit; that, on the evidence, it appeared that the brig, if she had not been saved that day, would have been either cut through by the ice, or driven on shore and lost; that no other steaming in the port but the Achilles could have rescued her; and that steamboats are entitled to high compensation for services performed by them in saving vessels in distress. It was therefore decreed, that the libellant recover the sum of \$600, as against the ship, and the sum of \$1,333, as against the cargo, with

and the sum of \$1,333, as against the cargo, with costs.

The Danish Sownd Tolls.—Among the State papers soon to see the light, is the reply of Secretary Marcy to the resolution of inquiry introduced by Mr. Walker, of New York, into the House some time ago, which was yesterday duly transmitted to the Speaker. Treating as it does of a subject of great importance to those engaged in commerce with Northern Europe, it is destined to command great attention, more especially as it is already understood in diplomatic circles here that it clearly announces the purpose of refusing to permit American commerce hereafter to be taxed to any such end. From time immemorial, the governments of Europe have permitted their merchant ships to be taxed for the privilege of passing through the Sound, which is really as much a "high sea" in law as the Atlantic Ocean. When Mr. Buchanan was Secretary of State, he offered some \$200,000 to get rid of this tax hereafter. It seems to be understood, however, that the present administration having caused a thorough examination into Denmark's legal right to levy such toils, has concluded that our ships shall no louger pay them, as they are based upon no sound principles of right or law. On sending Mr. Bedinger out, this administration is said to have taken up the subject with great earnestness, being better informed upon it than its predeceasors. To prevent forcible efforts to collect them, it is also understood American merchant vessels will hereafter be afforded the protection of an American naval convoy through the Sound. Such, it is believed, is the substance of the important State paper to which we refer above.

— Washington Sentinel, June 14.

A Boston Broker Charged with Embezzle.

A Boston Broker Charged with EmbezzleMent.—In the police court, yesterday, Geo. L. Allen,
formerly a stock broker in State street, was arraigned on a charge of embezzling funds entrusted
to his care for investment, by Lewis Barnard, of
Worcester. The facts elicited in the primary examination before this court are as follows:—Barnard
remitted money to Allen, with directions to purchase Ogdensburg Railroad bonds. Allen purchased what are called second bonds of the Ogdensburg, and then informed Barnard that they were
not so saleable as some other stocks, and, at the
same time, advised Barnard to sell what he had
purchased. This was objected to by Mr. B., but
the bonds were left in trust with Allen, who, being
in debt to Mr. Willis, the broker, took and pledged
them on his own account. After this transaction,
Mr. Barnard was unable to obtain his bonds, or
their equivalent in money, of Mr. Allen, and he
has, therefore, instituted a charge of embezzlement
against Allen. On hearing the evidence, of which
the above is but an abstract, the Judge ordered
Allen to recognize in \$4,000 for his appearance at
the municipal court, there to answer to the charge
of embezzlement.—Boston Herald, June 14. A BOSTON BROKER CHARGED WITH EMBEZZLE-

JUNE 16.—Tuber of Roberts.—The Ishniff sued the defandant to recompense him amages for alleged frauduent representations in amages on the route from Panama to San Francisco, in consequence of the great delay which took play at all Panama before the saling of the steamer of the property can be had on the former ground as no sufficient evidence of the court. I feel satisfied that no recovery can be had on the former ground as no sufficient evidence of the contract between the parties, and there is asthing connected with the sale of it, as disclosed by the evidence, showing any representations or inducer sents to purchase it that were not true. There is equal difficulty in sustaining the action upon it we other ground. The connect, disclosed by the sedect, was simply the sale of a pasage, in a particular berth, on hourd the steamer Isthmus. We San Francisco, for the third voyage. Upon it is contract no time was stated for her starting. The connection with the steamer from New Y. ask. After the arrival at Panama it was found had the start in the steamer in the steamer in the second trip, and a delay of more than two months would take place before the third trip would be made. No presumption can be drawn from anything in evidence before me, to warrant the conclusion that the parties intended to contract for any other trip and a delay of more than two months would take place before the third trip would be made. In a present the second trip were engaged, so that no more could be sold, and in the press of passengers, a ticket secured in the third trip may have been desirable. It cannot be said that the parties contracted for anything else, or that the defendant has violated the contract on made the presson engages a passage in a vessel, and no day is named for the saling, that unless the vessel sails within a reasonable time the c

a dismissal of the complaint ordered.

Court of General Sessions.
Befere His Honor Recorder Tillou.

SENTENCES.

Petit Larceny.—Mary McGuire pleaded guilty to stealing some trifling valuables from Joseph A. Shebaugh, and was sentenced to six months confinement in the Penitentiary. William Murray, (colored) pleaded guilty to stealing a gold chain and a bottle of wine and a basket, from Maria Adams, and was sentenced to six months confinement in the Penitentiary.

Grand Larceny.—John Wiley, indicted for burglary in the second degree, pleaded guilty to stealing a lot of clothing valued at \$50, from Nicholas W. Stuyvesant, and was sentenced to two years confinement in the State Prison.

Assault and Battery.—John Edmonds, indicted for robbery in the first degree, was convicted of having committed an agravated assault upon a Chinaman named William Charly, and was sentenced to twolve months confinement in the Penitentiary.

The Grand Jury were then discharged for the term, and the Court adjourned for the day.

Instructions to Collectors and other Ocifiers of the Customs—Currency of Switzerland.

Treasury Department, June 8, 1854.

Official information having been received at thi department that the government of Switzerland have adapted the franc of Franc as the standard value of the Swiss "franc federal," equivalent to 18 6-10 cents money of the United States; the consular certificate of value in the United States currency, heratofore required to invoices of Swiss goods, when the same are made out in the franc federal, will in future be dispensed with—the amounts of such invoices to be reduced at the custom house into the currency of the United States, by the same rule as at present applied to invoices from France, made out in the French franc: provided, however, that the said invoices be accompanied by a certificate of the American consul, showing that the above mentioned standard of value of the fizzac in Switzerland remains unchanged; and by the customary certificate for the authentication of the invoice cast of the goods. by the customary certificate for the authentication of the invoice cost of the goods.

JAMES GUTTRIE, Secretary of the Treasury. THE CHOLERA .- Dr. J. P. Hobbs, of Memphis THE CHOLERA.—Dr. J. P. Hobbs, of Memphis, has addressed a letter to the Mayor of Nashville, Tenn., in which he states that by the use of cistern water entirely and exclusively, the cholera will disappear and never return. The doctor says that his is known to him by analysis, and by an experience of twenty-four years. The editor of the Nashville Gazette says, that from his own observations in the year 1849, when the cholera was in its worst stages, it was admitted by those best acquainted with the disease, that those who used rain water where the disease was most prevalent, were free from it.

FINANCIAL AND COMMERCIAL

MONEY MARKET.

TEURSDAY, June 15-6 P. M. It has been rather a blue day in the street among the holders of fancy stocks. The bears had things all their own way, and we should judge from the amount of cash purchases that the shorts availed themselves of the depression to take in a supply for delivery on their con tracts. It was a hard market throughout to-day for holders, but as many of them will come in for better averages, the result may be much more favorable for them than at present appears. A judicious selection of fancies at current rates will pay better on the temporary investment, than any other employment for capital we can now think of. In fact, a speculator could hardly go amiss to go it blind straight through the list. The bears do not seem to hesitate to put out contracts in Erie and Hudson River Railroad, either buyers or sellers option, but in Harlem, Reading, Cumberland, and Nicaragua, they are rather shy, and act more cautious ly. Nearly all the cash purchases to-day of the stocks last named were doubtless for delivery. At the first board Illinois Central Bonds declined ½ per cent; New York Central Bonds, ¼; Nicaragua Trans-1, M; Cumberiand Coal, M; Harlem Railroad, M; Erie Railroad, M; Reading Railroad, M; Hudson Railroad, M; New Haven, 1. There was a sale of Crystal Palace at 21 per cent, and the relier did well. He was shreved enough to take advantage of the little furors created by the "Musical Congress" to realize, and the probability is that the price obtained never will be realized again. The new President of the Palace receives fifteen per cent on the gross receipts until they amount to \$150,000, and after that fifteen per cent on the net receipts. As this financial and commercial arrangement now stands, of every one thousand dollars received the President gets \$150, and the company \$850. The expenses all come out of the company's share. The stockholders must feel that they stand but a poor chance of getting anything; on such terms, and it is a matter of astonishment that they hold on to their stock as they do. We doubt, however, if they could realize on any quantity five per cent. The board of directors must have considered the concern a very poor thing to have submitted to such terms as the President demanded. Mining stocks have found a pretty liw level. Some of them look as though they were going entirely out or sight. We do not see any reason for this, as the principal companies are actively, and we believe profitably, engaged in opening their property, upon scientific and legitimate principles. The good ones will come up again one of these days, and pay well on the investment. After the adjournment of the board, the following sales of bonds and stocks were made at auction, by A. H. Nico-

lay:-\$2,000 Cleveland & Pittsb'gh, R.R. conv. Int. added. 7914 \$2,000 Cleveland & Pittsb'gh, R.R. conv. Int. added. 79\(^4\)
5,000 do do do do 39
5,000 Great Western Ills. R.R. 1st mort. Int. added 88\(^4\)
13,000 do do do 88\(^4\)
4,000 Sandusky, Mansfield & Newark R. do 70
1,015 Int. coupons Miss. & Rock River Junction. 300
230 Merc. Marine Ins. Co. Scrip, 1852. 55
210 do do do 1853. 55
50 shares East River Ins. Co. 84\(^4\)
25 do do do 34\(^5\)
10 do St. Nicholas Rank. 93\(^4\)
30 do Atlantic Bank. 77
15 do Nassau Bank. 104
100 do Knickerbocker Bank. 91
30 do Hanover Bank. 92

| 000 New York and Eric Railroad Sevens, 1867 103 (
000 Eric Convertibles, 1871	80
40 shares New Jersey Railroad	148
22 de do do	140
50 de do	140
50 de do	140
50 de do	189
20 de do	139
20 de do	138
33 de de	138
43 de de	138
55 de de do	187
50 de Beston and Providence Railroad	77
13 de de do	77
40 de Third Avenue Railroad	48
Dividends reserved in the above sales	

48
[Dividends reserved in the above sales.]
At an election of directors of the Portsmouth Dry Dock and Steamboat Company, held on the 6th instant, at Portsmouth, Ohio, the following gentlemen were elected for the ensuing year:—Thomas McKnight, Amos M. Sackett, John B. Jones, John B. Stevens and Daniel Pomeroy, and Thomas McKnight chosen President.

An instalment of twelve dellars will be paid on each one thousand dellars of Illinois State Stock, on the 3d of July.
A telegraph despatch from Baltimore says that an attachment has been issued by Mr. O. P. Jewett, the Vice President of the Parker Vein Company, to secure half a million of indebtedness. The office of the old board, at Cumberland, was broken open, on Tuesday, by the sherif, under a process of the court, and the books and papers seized. papers seised.

A large failure was reported in Boston to-day. The

ouse has been largely engaged in the East India and California trade.

The Hamilton Manufacturing Company have declared

dividend of 5 per cent. The Apploton Company hav declared a dividend of 4 per cent.

The current operations of the Treasury Department of Tuesday the 13th inst., are as follows:—

aging.

The operations of the Branch Mint at New Orleans

Total value of gold and silver deposits...-\$210,196 53

The earnings of the Baltimore and Chio Railroad com-pany for the month of May, 1864, were as follows:— BALTIMORE AND OTHO RAILROAD.

Main Stem. Wash. Branch.

For passengers. \$49,802 37 \$29,807 40 \$79,192 77

For ireight. 317,172 49 9,703 34 326,865 83 Totals......\$366,974 86 \$39,100 74 \$406,075 60

The transportation eastwardly into the city of Balti-more, on some of the principal staples, has been as folmore, on some of the principal staples, has beeen as follows:—

Bark, 194 tons; coal, 38,145; fire-brick, 101; flour, 33,183½ bblas; grain, 524 tons; granite, 790; iron, 886; iron ore and manganese, 914; lard and butter, 374; leather 282; cotton, 633 bales; wool, 152; soapstone, 227 tons; lard oil, 364; lime, 108; live stock, viz.:—11.624 hogs, 861 tons; 1,964 sheep, 111; 14 horses, &c. 7; 1,301 borned cattle, 661; meal and shorts, 521; pork and bacon, 3,395; tobacco, 2,687 hads; whiskey, 2,663 bbla; miscellaneous, 1,173 tons; lay, 45; hemp, 1,220; flour, from W. B., 3,779½ bbls.

The earnings and expenditures of the Mad River and Lake Eric Railroad Company, for the years ending May 31, 1853 and 1854, were as follows:—

1854. \$684,348 08 365,010 54 Net earnings.......... \$265,729 70 Increase of net earnings...... \$319,377 60 .. 53,647 90 At a meeting of the Board of Trade of Euffalo, held on the 14th inst., the committee appointed to consider the subject of the measurement instead of the weighing of grain in New York, made the following report:-

subject of the measurement instead of the weighing of grain in New York, made the following report:—
Wherean, It is the custor in this city, and also with dealers at all Western ports to buy, sell, and ship all kinds of grain by weight; and whereas, it is the custom in the city of New York to sell and doliver grain by measuring in sealed half bushel measures, it is therefore Recoived, That this Board of Trade strongly disapprove of the practice of measuring grain, as now existing in the city of New York, and view it as detrinented to the interest of produce dealers generally, and particularly to those making shipments direct to that market, occasioning thereby nunecessary delays in unloading boats, and vexistious disputes and losses to shippers and owners of grain.

Resolved, That this Board view the antiquated custom of measuring grain as practised in the city of New York as an incorrect and illegal method of ascertaining the number of bushels, and that the practice ought to be aboliahed and an uniform system of selling and delivering by weight adopted.

Resolved, That this Board respectfully recommend to shippers here and elsewhere, that they instruct their consignees and agents in the city of New York, to sell and deliver grain by weight, according to the statute law of the State regulating the number of pounds to the bushel, and furthermore that shippers be requested to note their instructions in this regard on their bills of lading.

Resolved, That a copy of this preamble and resolutions be sent to the President of the Corn Exchange in New York, and also to the President of the Board of Trade at Albany and Oswego, requesting them to co-operate in establishing an uniform system of delivering all kinds of grain by weight.

Acommittee, consisting of Rufus C. Palmer and Cyrus Clark, was appointed to correspond with the Board of

A committee, consisting of Rufus C. Palmer and Cyrus Clark, was appointed to correspond with the Board of New York city in relation to the subject of lighterage, and with instructions to report thereon at an early day.

The directors of the Utica and Birghamton Railroad Company have decided in favor of the line called the causal route, via Buckville and Hamilton, a length of 72 92 100 miles. The estimated cost of this is \$822,354 35, or an average per mile of \$27,573 23, which includes the complete furnishing of the roads and stations. There were two other routes designed, one via Waterville and Hamilton, 45 6-10 miles long, at an estimated cost of \$970,258 52, averaging per mile \$23,780 59; and the other via Waterville, leaving off Hamilton, 40 95-100 miles, called the swamp route, at an estimated cost of \$888,098 72, averaging per mile \$30,073 45. The excess of expenditure via Waterville and Hamilton over the canal route selected was \$147,304 17, and the excess of the

swamp route was \$65,744 27.

The receipts of lumber at Albany by canal, from the opening of navigation up to the 14th of June, in each of the past five years, have been as annexed :-

the past five years, have been as annexed:

Lumber Trades of Albany.

Boards and Shingles, Timber. Staces, Scending, f. M. c. feet. Ra.

1856. .53,174,136 12,640 15,024 23,318,120
1852. .68,629,582 13,643 15,461 17,517,651
1853. .79,899,483 10,976 3,780 9,388,527
1854. .64,052,046 7,102 15,718,295

From present indications it is presumed that the receipts, during the remainder of this month, will be fully up to those of the corresponding senson of last year, and may probably exceed them. The present low freights now reling on the canal will cause holders of lumber to embrace the opportunity, and it will probably be throught more rapidly during the summer months than was anticipated. As seen as the crops shall have been gathered and ready for market, the present high prices of provisions, should they continue to rule, will induce speedy shipments. Should this occur, the entire freighting facilities will be brought into use. The business for the last week has been good, and a large amount of lumber has left the market at current prices. Included in the sales are 250,000 feet of oak and ash, for Europe, for shipbuilding and gun carriages; but whether it was purchased on orders or speculation is not known.

whether it was purchased on orders or speculation is not known.

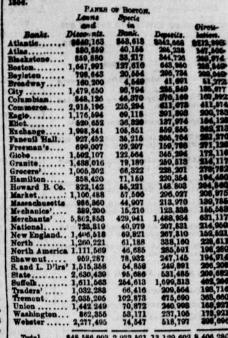
The low rates of freight from Buffalo have caused heavy shipments from that section, and the receipts have been large. Vessels are much wanted, as considerable difficulty is still felt in shipping lumber to the East and South, and freights are high and quick.

The assortment of lumber in market is much better than at any previous time before this season, though

shingles and box boards are picked up as fast as:250 arrive.

The annexed statement exhibits the average daily segdition of the leading departments of the Boston bankfor the week ending Monday morning, the 12th of June 1864.

Pares or Boston.



Total..... \$48,586,003 2,933,521 13,129,602 8,406,280 Compared with the returns for the week previous, whave the annexed result:—

have the annexed result:—

BOSTON BANKH.

Logns. Specie. Deposits. Circulation.

June 5..\$45,369,492 \$2,860,277 \$13,270,002 \$3,277,519

June 12.. 45,886,003 2,933,521 18,123,602 \$3,400,260

The aggregate sum of loans and discounts on Saturday last was \$48,586,005, or \$118,511 less than that of the previous week. The amount of specie on hand was \$2,935,531, or \$73,244 less than the previous Saturday. The amount due from other banks was \$9,024,542, abowing a diminution of \$908,699. The amount due to other banks was \$6,753,408—a reduction of \$101,581 from that of the week before. Deposits had increase \$141,000, making them \$13,129,602, and the circulation was \$122,-261 less than on the Saturday previous—it being \$8,406,-280. The amount of loans and discounts, including all debts due to the banks, is equal to \$1.60 for each dollar of the capital stock.

of the capital stock.

The London Economist gives the annexed statement of the operations of the three great mint establishments of the world-England, France, and the United States-

the world—England, France, and the United States—during the year 1853. There was, therefore, coined (in pounds sterling) in 1853:—

Gold Silver. Copper. Total.

U. States. £10,377,776 £1,570,514 £13,412 £11,901,702
London. 11,962,391 701,514 9,073 12,666,902
Paris.... 13,218,536 803,588 78,996 14,101,180

The total amount of coin of all kinds coined during the year in the three mints was £38,727,830, which consisted of no fewer than 174,448,021 pieces; or, in American money, the total coinage of the three mints was £198,644,160. When we consider the complaints made in regard to the scarcity of coin, we cannot help asking the question, where has this immense amount of money gone to? tion, where has this immense amount of money gone to? In the three countries, great complaints were made during the year of the scarcity of coin. The Moonomist answers the question in not only a satisfactory, but a pleasant manner. It says that this enormous amount of coinage, and the complaints still heard of an in-sufficient currency to conduct the domestic transactions of these great countries, "points to an increase of trade

parallel in the history of the world."

Tetal value of gold and silver coinage... \$580,000 00

CITY TRADE REPORT.

CFTY TRADE REPORT.

THURSDAY, June 15—6 P. M.

ASHES.—There were 80 barrels soid at previous prices.
BREADSTERS.—Flour favored buyers. The day's business included 8,000 barrels inferior State at 37 60 a 37 75; ordinary to choice do. at 87 871% a 83 02%; mixed to fancy Western at 86 a 38 02%; and other kinds at propertionate prices. Sales have been reported of 4,500 barrels peor to good superfue Canadian, in bond, at 57 02% a \$8; 1,500 barrels Southern, chiefly common to good stright, at 83 67% a 89 50; and 450 barrels Baltimore and Jersey corn meal at 53 61% a \$3 93% per bbl. The transactions in wheat consisted of 4,100 bushels fair to prime Canadian white, in bond, at \$2 10 a \$2 15; and 4,000 Upper Lake red at \$1 80. Rye was dull and heavy at \$1 12 a \$1 15. State and Western casts commanded only 52c a 56c. per bushel Corn was in lively request the day's operations embraced 53,000 bushels at 76c. 78%c. for unsound; 79c. a 83c. for round yellow and mixed Western; and 85c. a 86c. for Southern white an yellow per bushel.

COPPEE.—The day's sale were moderate, including 156 bags Laguayra at 10c. a 10%c.; 600 do. St. Homingo, at 8%c., and 300 do. Cape, on terms not made public.

COPPEE.—The day's sale were moderate, including 156 bags Laguayra at 10c. a 10%c.; 600 do. St. Homingo, at 8%c., and 300 do. Cape, on terms not made public.

COPPEE.—The day's rather more doing for Liverpool, including about 40,000 a 50,000 bushels grain, chiefly corn. at 8%d. a 4d., in bulk and ship's bags. Included in the above were 7,500 bushels wheat, at 4d. in bulk. Lard was at 17c. 6d., and compressed cotton at %d. To London 600 bbls. provisions were engaged at 54. To Hermen 20,000 bbs. bone were sugaged at 3d. A foreign vessel was engaged to load at St. Ancrew.—Socteh pig was stiffly held at \$40 a \$41 per ten, usual credit.

LECOMER.—Go cases changed hands on private terms.

NAVAL STOKER.—This day's transactions embraced small lots in vessels advanced in loading for the latter country at 56c.

HAY—Soo bales river were disposed of at y

SUGARS.—Sales were made of 500 hogsheads Cuba at Mc. a 4%, and 400 New Orleans at 4%c. a 4%c. per

Tonacco.—About 73 hegsheads Kentucky found buyers at 6 ½c. a 7 ½c. per lb.

WHERET.—We heard that 425 barrels Ohio and prisog were sold to day at 27 ½c. a 28 ½c. per gallon.

Domestic Market.

Cameridos Cattis Market, June 14.—At market 30 cattle, about all beeves, and no stores. Market beef—Exitis, per cwt., \$9; first quality, \$8 50; second do. \$7 75 x. \$8; third do. \$7 50; ordinary none. Hides, per cwt., \$6 25 a \$6 50. Tallow, \$8 a \$5 50. Pelts, 56c. to \$1 25. Calf skins, 15c. per lb. Veal calves, \$3 a \$6. Stores. Working oxes, \$95 a \$192. Cows and calves, \$32 a \$32. Three year old, \$41 a \$76. Sheep and lambs—2,064 a x. market—Extra, \$6 a \$7 25; by 10; \$2 50 a \$4 50. Swine—Shoats to peddle, wholesale, 5 %c. to 6 %c.; retail, 6 %2